

## Document 22



**WILL COUNTY LAND USE DEPARTMENT  
PLANNING DIVISION**  
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### FACSIMILE TRANSMISSION

TO: Pete Harmet  
FAX: 847-705-4155  
# of pgs: 1  
RE: I-355 costs

FROM: Colin Duesing  
Planner

DATE: 2/22/01

#### COMMENTS:

Do you have answers to these questions:

1. What was the amount of money allocated to construct the south extension of I-355 prior to the lawsuit.
2. Are any of those funds still available? If so, how much?
3. What is the current estimated cost of construction?

Please respond to the address and numbers above or at cduesing@willcounty-landuse.com.

Thank you very much for all your assistance now and from my past inquiries.

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VILLAGE OF LONG GROVE

February 27, 2001

Mr. John P. Kos, P.E.  
District Engineer  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, Illinois 60196

RE: SFEIS I-355 South

Dear Mr. Kos:

On behalf of the Village of Long Grove, I would like to thank you for this opportunity to comment on the Draft Supplemental Final Environmental Statement for I-355 South (SFEIS). After careful review of the document, we would like the following comments entered into the public record of the project.

3.3

The primary problem inherent in this project is IDOT's refusal to consider serious alternatives to building a tollroad. The National Environmental Policy Act and its regulations require the consideration of "all reasonable alternatives" to a proposed plan. IDOT fails to explain why it chose the alternatives that are presented in the document as opposed to other possible alternatives. IDOT is also unwilling to seriously analyze alternatives, such as the Action Plan, introduced by citizens and other experts.

7.1

3.6

Given the current financial crisis of the Toll Authority, and that IDOT has no funding plan for the project, alternatives analysis is a critical component of this project. Unfortunately, it appears that alternatives analysis has not been seriously addressed as a part of this study and results in a disservice to the residents of both Will county and Northeastern Illinois as a region, and violates the intent of the National Environmental Policy Act. The narrowly written purpose and need for the project also attributes to the lack of quality of alternatives evaluation.

4.27

The draft SFEIS fails to disclose the environmental benefits of each of the alternatives in order to allow for an adequate comparison of the pros and cons of the environmental consequences of each alternative. The National Environmental Policy Act requires that alternatives be evaluated against each other in order for the public to be able to see the positive and negative attributes, and evaluate the various options. The document even fails to address one of the issues set forth in Judge Conlon's opinion—air quality—by not providing the air quality impacts of the alternatives. This item was unacceptable at the time Judge Conlon reviewed this information, and it remains to be unacceptable today.

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D.M. "Cal" Doughty, Village Manager

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6.2

The public involvement process was shameful in that the public was not invited to address the critical stages of the development of the environmental impact statement. As we have seen in the past, IDOT refused to release information pertaining to the draft document to the public until after alternatives were selected. IDOT was so bold to even publicly declare that the tollway was its preferred option to solve the transportation problems in Will County prior to its release of the draft SFEIS.

6.3

The public has also been subjected to an inferior public hearing process that we have seen on numerous occasions in Lake County, the "transportation open house." This open house style format does not allow for the public to address the project leaders in a public forum for open discussion. Instead, it directs the public and their opinions through an overwhelming maze of information, experts and studies. A team of experts, who have been coached by professional public relations advisors, directly dissipates questions and issues raised at the informational open houses. Press releases deliver key issues directly to the media, and opportunities for controversial and confrontational dialog to reach a consensus are eliminated.

The public minimally expects that regional transportation studies be undertaken seriously. The transportation options presented to the public should represent the best possible alternatives for the public, based upon the State's highest use of its experts, resources and taxpayer dollars. The public should also, at minimum, have access to the process and the components necessary to form educated opinions and participate in the decision-making process set forth by NEPA. We have yet to see progress by IDOT in addressing these situations.

Thank you for this opportunity to comment.

Sincerely,

*Lenore Simmons*

Lenore Simmons  
Village President

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**Village of Woodridge**  
Public Services Department • One Plaza Drive • Woodridge, IL 60517-4199  
(630) 719-4753 • TTY (630) 719-2498 • FAX (630) 719-0971

February 26, 2001

Mr. John P. Kos, P.E.  
District Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196

Attention: Patrick J. Pechnick, PE, Bureau Chief of Programming

Re: Project and Environmental Studies, FAP 340 (I 355 South Extension)  
Interstate Route 55 to Interstate Route 80  
Draft Supplemental Final Environmental Impact Statement

Dear Mr. Kos:

The Village received the above mentioned Environmental Report dated December 29, 2000. Attached are review comments from the Village's consultant, James J. Benes and Associates, Inc.

If you have any questions on our review, please do not hesitate to contact me.

Sincerely,

*Zill A. Khan*

Zill A. Khan, MBA, PE  
Village Engineer/  
Assistant Director of Public Works

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